

Established February, 1845

英一千八百九十一年十月廿八號

HONGKONG, TUESDAY, OCTOBER 28, 1890

日五十月九年寅庚

PRICE, \$2 PER MONTH

Bank.

SEASON 1890-1891

BY APPOINTMENT.

Banks.

NOTICE.

E. W. RUTTER,
Manager,
Hongkong, September 4, 1890. 1862

Bank.

Hongkong Fire Insurance Co., Ltd.
Hongkong, October 15, 1890. 1793

Intimations.

N O T I C E.

NORTON & Co.,
Agents.
 Hongkong, July 15, 1887.

Business Notices

3, GORDON HILL, THE PEAK—FURNISHING
apply to
DAVID SASSOON, SONS & Co.
Bazooka, October 10, 1890

For Sale.

FOR SALE

For Freight or Passage, apply to
MELCHERS & C.

Shipping

Steamers

to be examined.
Fire Insurance has been effected.

that the Company, with its new capital, would

that the Company, with its new capital, would be in an independent position and it did not matter much whether their offers were accepted or not. No doubt Mr. Brodie believed this at the time, but events have shown that he was woefully mistaken. Months were wasted in fruitless correspondence, and when Mr. Decher finally went to London, the market was glutted with mining ventures and speculators would not jump at his offers. To revert to our simile, the chance of 'going Nap' had vanished. The project of selling ought to have been at once abandoned, but, in spite of their alleged independent position, the directors continued to negotiate and were driven at last to make a very dubious and very unsatisfactory bargain. This also must be said against them, or perhaps more correctly against their manager, that former reporters do not read well in the night of the market.

Mr Beecher said that the difference arose from the shareholders looking at things through different spectacles. But he himself must have procured a new pair of spectacles. When the Directors' Liability Bill was being discussed in the House of Commons a great deal was said about what constituted a misleading statement, and it was stated, with great justice, that reports were often misleading more on account of what they left unsaid than of what they stated. Judged by such a standard, the reports of Mr Beecher in which he speaks of making a real mine of Punjom in six months, of solid progress and of a distinct promise of future success in both gold and the mining operations, are certainly open to attack on the ground of their being misleading.

It was right that the past doings of the manager and directors should be reviewed and, if necessary, condemned by the shareholders, because directors, like most ordinary mortals, are liable to

doings are carefully scrutinised, but the most important question is what is to be done in the future. Now, although there was plenty of criticism, and an enormous amount of talk at yesterday's meeting there was, nothing in the way of practical suggestion, nothing to show that the criticising shareholders would have done better than the directors they condemned or that they had any idea of what ought to be done in the future. They were wise after the event, — a sort of wisdom that even fools learn. Under these circumstances, the acceptance of the resignation of the directors would have been very much like cutting off the nose to spite the face. The directors have at least had experience, which, it is to be hoped, they will profit by in the future. The Company cannot work its large concession with the small balance of capital remaining. Of that there can be no doubt. It is also true that it would have very great difficulty in raising fresh capital at the present moment. From the mine that has been worked up to the point of

good results. Let the directors be off or on with the London Company, by whom their efforts have been too long paralysed. Let the pumps be put into operation and an honest effort made to make this mine as really going concern. If good results are obtained, the chance of selling any part of the remaining property will be greatly increased. Without some results to show, it is useless to expect offers, as it is useless to expect additional capital. The work at Bant may help to give a better reputation to Malay mines, but unless the Fumjom Company, or Companies, do something themselves, they may rest in solitary grandeur in possession of their estates until the five years of their extended lease have elapsed, and then there will remain to them only the name of having owned an estate.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(Via Southern Line.)

SILVER MARKET.

LONDON, 26th October, 1899.

The decline in the price of silver is ascribed to difficulties in liquidating speculative accounts.

(From Singapore Papers.)

MR BALFOUR ON IRELAND.

LONDON, 18th Oct.—The Hon. A. J. Balfour, Secretary for Ireland, speaking at Newcastle and that the Irish policy of the Government will be maintained, as anarchy if allowed to continue would inevitably result in disaster to Ireland.

LOCAL AND GENERAL.

PASSED BY THE CANAL.

OUTWARD BOUND :—Glenloch, Oct. 3 ;
Braunschweig, Glengyle, Prometheus,
Sikh, 7 ; Pembrokehire, Antonio, 10 ;

Sept. 30; *Galley of Lorne, Glenaeagle, Glenahed, Archipel, Pekin*; October 7; *Friam, Benlirig, Euphrates*; 10; *Ping-uey*, 14.

The Norddeutscher Lloyd S. S. Coy.'s steamship *Braynsfort*, with the GERMAN MAIL of 30th Sept., left Singapore on Sunday, the 26th Oct., at daylight, and may be expected here on or about Friday, the 31st October.

The Canadian Pacific s. s. *Suzee*, from Vancouver, B. C., left Yokohama for Hongkong on the 24th October, and may be expected here on or about the 30th October.

The Canadian Pacific s. s. *Botavia* left Vancouver for Japan and this port on the 16th Oct.

The N. G. K. s. s. *Bornida* left Singapore on the 21st Oct., and may be expected here on or about the 26th Oct.

Merchant Vessels in Hongkong Harbour

Exclusive of late Arrivals and Departures reported to-day

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Rank.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Business or Agents.	Destination.	Remarks.
Steamers								
Activ	3 h	Hygon	Dan.	str.	355	Oct. 28	Arnhold, Karberg & Co.	Hoihow, &c.
Chusan	3 c	Wendt	Ger.	str.	623	Oct. 27	Meichen & Co.	
Olydo	3 h	Parfitt	Brit.	str.	2198	Oct. 27	P. & O. S. N. Co.	Shanghai
Doris	4 c	Eaben	Ger.	str.	771	Oct. 27	Wielor & Co.	
Gaelic	3 c	Pearne	Brit.	str.	411	Oct. 26	O. & S. S. Co.	San Francisco
General Wordor	10	Kiehel	Ger.	str.	1820	Oct. 24	Meichen & Co.	
Halong	5 h	Gedard	Brit.	str.	753	Oct. 26	Douglas Steamship Co.	
Haphong	5 c	Keward	Brit.	str.	874	Oct. 21	Messageries Maritimes	Haiphong.
Hatien	5 h	Ashton	Brit.	str.	1183	Oct. 28	Douglas Steamship Co.	Coast Ports.
Kaifong	5 c	Cyles	Brit.	str.	997	Oct. 25	Butterfield & Swire	Tientsin
Kong Beng	2 h	Jones	Brit.	str.	862	Oct. 9	Yuen Fat Hong	Swatow & Bangkok
Memnon	10	Dorff	Brit.	str.	825	Oct. 26	Butterfield & Swire	Sardakan
Mogul	5 h	Johnson	Brit.	str.	1827.	Oct. 20	Adamson, Bell & Co.	
Mount Hebron	5 c	Ellicott	Ger.	str.	823	Aug. 19	Adamson, Bell & Co.	
Nashan	3 h	Blackburn	Ger.	str.	338	Oct. 20	Hop Hing Hong	
Nazang	5 c	Bugg	Brit.	str.	838	Oct. 27	Jardine, Matheson & Co.	Amoy & Manila
Onopack	5 c	Kemp	Brit.	str.	1734	Oct. 28	Arnhold, Karberg & Co.	Lodon, &c.
Phra Chom Klao	2 h	Fowlers	Brit.	str.	1012	Oct. 11	Yuen Fat Hong	
Phra Chula Chom Klao	3 h	Benson	Brit.	str.	1011	Oct. 28	Yuen Fat Hong	
Phra Nang	3 h	Watton	Brit.	str.	1021	Oct. 28	Yuen Fat Hong	
Piccola	3 c	Nissen	Ger.	str.	578	Oct. 26	Order	
Port Jackson	3 c	Huddy	Brit.	str.	149	Oct. 27	J. K. & W. Dock Co.	
Riversdale	3 c	Muoney	Brit.	str.	156	Oct. 27	Simmons & Co.	
Rohila	2 h	Speck	Brit.	str.	2174	Oct. 27	P. & O. S. N. Co.	Europe, &c.
Smith	3 c	McIntosh	Chi.	str.	703	Oct. 27	Malcampo & Co.	Amoy, and Tamsui
Sumatch Phra Nang.	3 h	Morris	Brit.	str.	167	Oct. 28	Yuen Fat Hong	
Taietong	3 c	Idme	Ger.	str.	822	Sept. 27	Meyer & Co.	
Tachion	3 c	Unwerth	Brit.	str.	862	Oct. 28	Yuen Fat Hong	
Taisang	3 c	Jackson	Brit.	str.	1505	Oct. 23	Jardine, Matheson & Co.	Swatow & Shanghai
Taiwan	3 c	Frampton	Brit.	str.	1169	Oct. 26	Butterfield & Swire	
Thorndale	5 c	Etherington	Brit.	str.	1970	Oct. 27	Adamson, Bull & Co.	
Venstia	2 h	Oreery	Brit.	str.	1080	Oct. 22	P. & O. S. N. Co.	Bombay, &c.
Verona	5 c	Seymour	Brit.	str.	1870	Oct. 25	P. & O. S. N. Co.	Yokohama & Hioo
Zafiro	5 c	Cooban	Brit.	str.	578	Oct. 27	Russell & Co.	Amoy & Manila.
Sailing Vessels								
Adam W. Spies	3 c	Field	Amer.	bgo.	1121	Oct. 14	Order	
Adolph	3 c	Westerguard	Ger.	bgo.	807	Oct. 8	Captain	
Alice Mary	3 c	Sampson	Brit.	bgo.	861	Oct. 24	Gilman & Co.	
Altair	3 k	Munro	Brit.	bgo.	390	Sept. 27	Simmons & Co.	
Anna Wattana	3 c	Lo Guin	Chi.	bgo.	680	Sept. 1	Captain	
Comet	3 c	Krippner	Ger.	sh.	1'83	Sept. 27	Order	
George Skolfield	8 c	Dunning	Amer.	sh.	1276	July 11	Russell & Co.	
Jacob E. Redgway	3 c	Oall	Amer.	sh.	1720	Sept. 21	W. Hewitt & Co.	
J. D. Bischoff	3 c	Meyer	Ger.	sh.	1808	Aug. 7	Order	
Kambin	5 k	Brownell	Brit.	sh.	1563	Oct. 27	Captain	
Nancy Panditon	3 c	Parcletton	Amer.	sh.	1385	Oct. 26	Russell & Co.	
Nicozo	5 c	Johnson	Brit.	bgo.	694	Oct. 15	Captain	
Sara Marades	3 k	Munietaga	Peruv.	bgo.	246	July 4	Master	
Sintrra	8 c	Woodside	Amer.	sh.	1590	Aug. 20	Russell & Co.	
St. Julien	8 c	King	Brit.	bgo.	1049	Oct. 17	Master	
Thermopylae	6 c	Wilson	Brit.	sh.	948	Oct. 24	Russell & Co.	

Her Britannic Majesty's Ships on the China Station.

<i>Name.</i>	<i>Rig.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>I.H.P.</i>	<i>Captain.</i>	<i>Where at.</i>
Alacrity	dispatch-vessel	1700	4	3180	Com. Chan. H. Adair	Yokohama
Caroline	corvette	1400	14	1440	Captain Clutterbuck	Hongkong
Oordala	cruiser 2nd class	2380	30	2420	Captain H. T. Grenfell	Manila
Isk	g-b.t. 3rd class coast defence	343	3	—	—	In reserve
Isle rand	gun-boat 2nd class	465	4	400	Lieut.-Com. Denbison	Yokohama
Hyacinth	cruiser	1420	8	1190	Captain Robt. W. Craigie	Yokohama
Impetuous*	timber-war battle ship	8400	10	10,000	Captain William H. May	Yokohama
Leader	cruiser: 2nd class	4300	10	5500	Captain Burgess Watson	Yokohama
Lance	gun-vessel 2nd class	756	5	1450	Commander W. A. Tisdall	Cebu
Mercury	cruiser	3780	13	7200	Chas. J. Ballour	Hongkong
Martin	gun-boat 2nd class	430	4	450	Lieut.-Com. G. H. Yonge	Hongkong
Mutua	sloop	1130	10	1120	Commander J. H. Martin	Singapore
Pigmy	gunboat	755	6	1200	Lieut. Com. Hewitt	Nagasaki
Plover	gunboat	755	6	1200	Captain E. G. Rason	Yokohama
Porpoise	steel torpedo cruiser	1730	6	3500	Commander H. W. White	Singapore
Rambler	surveying vessel	830	3	690	Captain L. S. Dawson	On a cruise
Rattlesn	gunboat 1st class	715	6	1500	Com. J. G. Hough	Swatow
Redpoll	gunboat	895	—	—	Captain F. Wm. Freeman	Singapore
Seymour	corvette	4650	12	600	Captain Hall	Yokohama
Solent	torpedo mining launch	150	—	—	—	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Hongkong
Torpedo Boat No. 55	—	95	—	—	—	In reserve
Torpedo Boat No. 56	—	95	—	—	—	In reserve
Tweed	g-b.t. 3rd class coast defence	333	3	340	—	In reserve
Victor Emanuel	speeding ship	5157	14	—	Commander E. J. Church	Hongkong
Wanderer	sloop	925	4	750	Commander Clifford	Hongkong
Wing Fa	coast defence ship, armoured	2750	4	1450	—	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.O.B., V.O., Commander-in-Chief.

Mr. H. B. M. Shins' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

<i>Name.</i>	<i>Flag and Eq.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H.P.</i>	<i>Captain.</i>	<i>Where at.</i>
Admiral Korniloff	Russian armored cruiser	6000	18	7000	Captain Alexeyeff	Japan
Admiral Nakhimoff	Russian armored cruiser	8000	22	8000	Captain Fedotoff	Japan
Aleout	Russian gunboat	800	—	—	Captain Parenago	Nagasaki
Alliance	U. S. gunboat	615	—	—	Captain H. O. Taylor	Yokohama
Aragon	Spanish cutter	1908	—	—	Captain A. Soler	On a cruise
Aspic	French despatch-vessel	470	4	460	Commander Journef	Shanghai
Chasseur	Russian cruiser	1200	—	—	Captain Bagard	Saiton
Diligent	Japanese cruiser	2284	—	—	Commander Nikonoff	Singapore
Ilitis	German gunboat	489	—	—	Captain Tonska	Constantinople
Inconstant	French gunboat	860	—	—	Captain Archer	Yokohama
Kongo	Japanese cruiser	2284	4	—	Capt. do Jonquieres	Shanghai
Letaux	French gunboat	435	4	425	Capt. Hidaka	Constantinople
Marion	U. S. corvette	1000	7	1270	Captain Nény	Touton
Monacacy	U. S. sloop	600	—	—	Commander Dyer	Kobe
Omaha	U. S. corvette	2400	12	1150	Lieut. Com. M. L. Johnson	Shanghai
Oriskany	U. S. gunboat	428	6	500	Capt. Cromwell	Yokohama
Plutia	French gunboat	540	—	430	Lieut. Com. Craig	Nagasaki
Rio Lima	Portuguese gunboat	540	—	—	Lieut. Commander Forrest	Tonkin
Strooth	Russian cruiser	900	1	1000	Captain J. R. Santa Barbara	Macao
Sophie	German cruiser	2100	—	—	Commander Kasherinnoff	Shanghai
Swatara	French corvette	500	3	100	Captain Hebbing	Singapore
Tejo	Portuguese gunboat	4000	—	—	Commander John McGowan	Kobe
Triumphante	French cruiser	—	—	—	Lieut. Com. G. B. Canina	Macao
Village	French gunboat	430	4	425	Capt. De la Noe	Yokohama
Viper	German gunboat	484	6	340	Captain Mayet	Yokohama
Zeinyri	Austrian corvette	1200	—	—	Commander Gondot	On a cruise
					Captain Khittel	Hongkong

Printed and published by GAO, MURRAY BAIN, at the China Mail Office, No. 2, Wyndham Street, Hongkong.

NOTICE

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUETOS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIE,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

On THURSDAY, the 6th November, 1890, at Noon, the Company's S. S. **MALDONIEN**, Commandant de MARENGO, with **MILLS**, PASSENGER **PEOPLE**, and **CHARGO**, will leave this Port for the above places.

Cargo and Species will be registered at London as well as for Marseillon, and deposited in transit through Marseillon for the principal places of Europe.

Shipping Orders will be granted at Noon.

Cargo will be received on board until 12 Noon.

Species and Parcels until 1 p.m. of the 6th November, 1890. (Parcels are to be sent on board; they must be left

Contents and value of packages are
quited.

For further particulars, apply at
Company's Office.

G. DE CHAMPEAUX
Agent.

Hongkong, October 24, 1900

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 18

(SUBJECT TO ALTERATION.)

BATIFOLA.....SATURDAY,	14th N
ABYSSINIA.....THURSDAY,	4th D
PAITHIA.....THURSDAY,	25th D
BATIFOLA.....SUNDAY,	25th J
ABYSSINIA.....THURSDAY,	19th F

THE British Steamship BATIFOLA

SATURDAY, the 14th November, will proceed to **VANCOUVER**, *via* **SHANGHAI**, **INLAND SEA**, **KOBE** and **YOKOHAMA**.

RATES OF PASSAGE.

FROM HONGKONG FIRST CLASS.

To Vancouver and Victoria\$10
To Port Townsend, Seattle, Tacoma\$24
To Portland, Oregon\$22
To Manille, Minneapolis, St. Paul\$26
To Chicago\$27
To St. Louis\$27
To St. Louis, Detroit, Cincinnati\$28
To Hamilton, Kingston, London, (Onc.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington\$29
To Quebec, Boston, Portland (Maine)\$29
To Halifax, St. Johns\$30
To Liverpool\$32
To London via Liverpool\$33
To Paris and Bremen\$34

Special rates (first class only) are granted to Missionaries, members of the N.A. Military, Diplomatic, and Civil Services, European and American Servicemen, Chinese and Japanese, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:

3 months	25 per cent.
6 months	50 per cent.
1 year	75 per cent.

(Times is reckoned from the date of leave to date of re-embarkation at Vancouver)

Passengers to Pacific Coast Points and Interior and Eastern Points of Canada and U.S.A. will be granted 12 months' validity, but who re-embark within 12 months of date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to Europe

months at double rates (Mexican Dollars).
Canoes.—Thousand Tons of Lading sent
to Japan, Pacific Coast Ports, and
Canadian and United States Ports.
CONSULAR INVOICES of Goods for United
States Ports should be in quadruplicate
and one copy must be sent forward by
steamer to the care of D. K. Brown Agent
General Freight and Passenger Agent
Canadian Pacific Railway Company,
seamer, R.G.
PARCELS must be sent to our office
address marked in full by 5 p.m. on
any previous to sailing.
For Further information as to Pass
and Freight, apply to
ADAMSON, BELL & CO.
Agents,
Hongkong, October 27, 1890.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE COLOMBO ADELPHI

BRINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL
CALL AT SOUTHAMPTON FOR PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through
of Lading for the principal places
RUSSIA.

ON SUNDAY, the 23rd day of No-
ber, 1890, at 11 o'clock A.M.,
S.S. **EDUARD SCHNEIDER**, Capt. A. M.
with MAULS, PASSENGERS, SPIRITS

Shipping Orders will be granted Noon, Cargo will be received on until 4 p.m., Specie and Parcels on p.m. on the 22nd November. (Passes not to be sent on board; they must be left at the Agent's Office). Contents of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewards. For further Particulars, apply to
MELCHERS & CO
Agents.
Hankow, October 27, 1890.